

Claims

- [c1] A shipping container main storage unit comprising:
a floor;
a perimeter wall supported by a floor perimeter edge;
an access opening within the perimeter wall; and
a roof fastened to a top edge of a cap, a side edge of the cap fastened to the perimeter wall;
wherein the perimeter wall comprises at least one pair of wall channels for slidably receiving a wall panel, the pair of wall channels fastened to the floor at a first end and to the cap at a second end, and an effective space for slidably withdrawing the wall panel is located between the roof and the perimeter wall upon removal of the cap.
- [c2] The shipping container main storage unit of claim 1 further including a weather resistant deformable material positioned between the wall panel and the floor, the cap and the at least one pair of wall channels.
- [c3] The shipping container main storage unit of claim 1 wherein the perimeter wall comprises:
a first side wall supported by a first floor longitudinal edge;
a second side wall supported by a second floor longitu-

dinal edge;

a front end wall extending between the first and second side wall and supported by a floor front edge; and

a rear end wall opposite the front end wall extending between the first and second side wall and supported by a floor rear edge.

[c4] The shipping container main storage unit of claim 3 wherein the access opening is located within the rear end wall and includes a door.

[c5] The shipping container main storage unit of claim 1 wherein the at least one pair of wall channels comprises two channels selected from the group consisting of a mid channel and an end channel.

[c6] The shipping container main storage unit of claim 5 wherein the mid channel is substantially H shaped in cross section and the end channel is substantially shaped in cross section selected from the group consisting of C shaped and L shaped.

[c7] The shipping container main storage unit of claim 1 wherein the weather resistant deformable material is fabricated from a material selected from the group consisting of felt, rubber, neoprene and combinations thereof.

- [c8] The shipping container main storage unit of claim 1 wherein the weather resistant deformable material is frictionally held in position.
- [c9] The shipping container main storage unit of claim 1 wherein the weather resistant deformable material is held in position with weather resistant adhesive.
- [c10] The shipping container main storage unit of claim 1 wherein the wall panel is fabricated from a substantially rigid, lightweight material.
- [c11] The shipping container main storage unit of claim 1 wherein the wall panel is fabricated from a material selected from the group consisting of die cast aluminum, extruded aluminum, rolled aluminum, aluminum alloy, carbon steel, stainless steel, molded plastic, layered laminate plastic, wood and combinations thereof.
- [c12] The shipping container main storage unit of claim 1 wherein the wall panel is fabricated from substantially transparent material.
- [c13] The shipping container main storage unit of claim 1 wherein the wall panel is fabricated from substantially clear polycarbonate material.
- [c14] The shipping container main storage unit of claim 1

wherein the cap is removably fastened to the roof and the perimeter wall.

- [c15] The shipping container main storage unit of claim 1 wherein the cap is comprised of a plurality of sections.
- [c16] The shipping container main storage unit of claim 15 wherein contiguous sections terminates on the same wall channel.
- [c17] The shipping container of claim 1 wherein the cap is substantially L shaped.
- [c18] The shipping container main storage unit of claim 1 further including a chassis mounted to the floor, a fifth wheel coupling assembly mounted to the chassis, and a wheel assembly mounted to the chassis.
- [c19] The shipping container main storage unit of claim 1 further including at least one intermodal lifting point and at least one intermodal lock down assembly positioned effectively for intermodal transport of the main storage unit.
- [c20] The shipping container main storage unit of claim 1 further including a chassis mounted to the floor, a railroad car suspension mounted to the chassis, coupling assemblies mounted to the chassis, and railroad wheel assem-

blies mounted to the chassis.

[c21] A method for transporting freight comprising:
selecting freight to be transported;
loading the selected freight into a shipping container;
and
transporting the shipping container to a predetermined destination;
wherein a shipping container main storage unit comprises:
a floor;
a perimeter wall supported by a floor perimeter edge;
an access opening within the perimeter wall; and
a roof fastened to a top edge of a cap, a side edge of the cap fastened to the perimeter wall;
wherein the perimeter wall comprises at least one pair of wall channels for slidably receiving a wall panel, the pair of wall channels fastened to the floor at a first end and to the cap at a second end, and an effective space for slidably withdrawing the wall panel is located between the roof and the perimeter wall upon removal of the cap

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[c22] The method of claim 21 wherein the main storage unit further includes a weather resistant deformable material positioned between the wall panel and the floor, the cap

and the at least one pair of wall channels.

[c23] The method of claim 21 wherein the cap is substantially L shaped.

[c24] The method of claim 21 wherein the perimeter wall comprises:

a first side wall supported by a first floor longitudinal edge;

a second side wall supported by a second floor longitudinal edge;

a front end wall extending between the first and second side wall and supported by a floor front edge; and

a rear end wall opposite the front end wall extending between the first and second side wall and supported by a floor rear edge.

[c25] A semi-trailer for shipping freight comprising:

a floor;

a perimeter wall having

a first side wall supported by a first floor longitudinal edge;

a second side wall supported by a second floor longitudinal edge;

a front end wall extending between the first and second side wall and supported by a floor front edge;

a rear end wall opposite the front end wall extending

between the first and second side wall and supported by a floor rear edge;
an access opening within the rear end wall;
a roof fastened to a top edge of an L shaped cap, a side edge of the L shaped cap fastened to the perimeter wall;
a weather resistant deformable material positioned between a wall panel and the floor, the L shaped cap and at least one pair of wall channels;
a chassis fastened to the floor;
a fifth wheel coupling assembly fastened to the chassis;
and
a wheel assembly fastened to the chassis;
wherein the at least one pair of wall channels for slidably receiving the wall panel are fastened to the floor at a first end and to the L shaped bracket at a second end, an effective space for slidingly withdrawing the wall panel is located between the roof and the perimeter wall upon removal of the L shaped cap, and at least one wall panel is clear.

- [c26] An intermodal transport unit for shipping freight comprising:
a floor;
a perimeter wall having
a first side wall supported by a first floor longitudinal edge;

a second side wall supported by a second floor longitudinal edge;

a front end wall extending between the first and second side wall and supported by a floor front edge;

a rear end wall opposite the front end wall extending between the first and second side wall and supported by a floor rear edge;

an access opening within the rear end wall;

a roof fastened to a top edge of an L shaped cap, a side edge of the L shaped cap fastened to the perimeter wall;

a weather resistant deformable material positioned between a wall panel and the floor, the L shaped cap and at least one pair of wall channels; and

at least one intermodal lifting point and at least one intermodal lock down assembly positioned effectively for intermodal transport;

wherein the at least one pair of wall channels for slidably receiving the wall panel are fastened to the floor at a first end and to the L shaped bracket at a second end, an effective space for slidably withdrawing the wall panel is located between the roof and the perimeter wall upon removal of the L shaped cap, and at least one wall panel is clear.